



NDTAGram



ROAD TRIPPIN'

Road Trip Memories

- America's First Motorists
- Road Trip Trivia
- Top Ten: Road Snacks | Favorite US Routes | Most Dangerous Drives

Gun Trucks (in Vietnam, Afghanistan & Iraq)

VIEWPOINTS

Supply Chain Operations:

A new look at counterparty risk in the Middle East

WHAT'S HAPPENING

Association NEWS

Including NTW Wrap Up

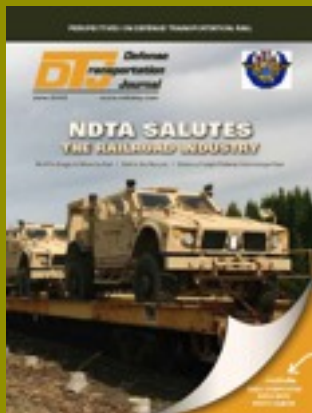
UPDATES - EVENTS

from Members & Associates

AAR | ABF | Crowley | IANA
LabelMaster | Mayflower | US Bank | Military Sealift Command

Just In—General Gainey will join the NDTA Forum Line Up

DTJ (June) coming SOON
NDTA salutes Railroads



the voice of Defense Transportation

June 2010



Summer's ON!
It's time for a ROADTRIP

Summer is *HERE*—the season of leisurely pursuits and friendly gatherings. It's also a time when we pack up the car and GO. At the turn of the 20th century, Dr. Horatio Nelson Jackson and Ms. Alice Huyler Ramsey did just that. Each set out on a Road Trip. The Doctor took off in his 20-horsepower Winton from San Francisco in 1903; a few years later, Alice headed out in a Maxwell touring car from New York City in 1909. Both caused a national sensation as the 1st man and 1st woman motorist to cross America. They faced breakdowns, flat tires, inedible meals, uncomfortable beds, and getting lost; but they carried on to carve a special niche in our transportation history.

Most rational people back in the day thought that the automobile was at best a toy for the wealthy, and at worst, a menace to horses. Dr. Horatio Jackson believed it would be useful for long distance travel. He made a \$50 bet that he could drive across the country in less than 90 days. At that point, no one had made such a journey, and with very good reason.

You just didn't gas up and go. You carried spare parts—enough to build another car. You made friends with blacksmiths and handy men along the route. And you hoped that your car would not sink into cattle crossings, seeing as how there was not a paved highway around. Not to mention... no maps...no road signs...no motels.

Traveling with co-driver Sewall K. Crocker and a bulldog named Bud (who wore goggles, like his master), Jackson encountered pioneers in wagon trains, cowboys who towed him out of sand drifts with their lariats, ranch wives who traded home cooked meals for a ride on the "Go-Like-Hell Machine," and people who deliberately sent him miles out of his way just so their relatives could get their first glimpse of an automobile.

His car, christened the "Vermont" in honor of his home state, drew huge crowds (tipped off by the telegraph of his approach) that lined town streets as he whizzed through at 20 mph. "It Startled the Natives," one headline proclaimed; another announced "A Real Live Auto." He arrived in New York City in 52 days (or, some accounts claim 63).



continued on page 3

WELCOME NEW MEMBERS Chapman Freeborn Airchartering | Ridgeway International



how

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**BETWEEN A SMARTER GRID AND A SECURE GRID,
THERE IS ONE IMPORTANT WORD: HOW.**

Everyone agrees that our nation's aging electric grid must be modernized. To handle a future that includes more renewable sources of energy. A future where consumers want more control over their energy usage. But there are challenges in taking our energy grid into the digital world. That's why we're applying our expertise in cyber security and command and control – to grid management. Applying lessons learned securing our nation's most critical systems. Because it's one thing to make the grid smart. But even smarter to make it secure. Securing our future energy grid is all a question of how. And it is the how that we deliver.

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Alice Ramsey's journey was equally noteworthy, but for far different reasons.

On June 9, 1909, Alice, 22, cranked her new dark-green Maxwell DA to life and headed out of Manhattan to journey across the US. The drive was sponsored by the Maxwell Company.

She left her year-old son in the care of her husband. A teenage friend, Hermine Jahns, and her husband's two middle-aged sisters rode along protected from inclement weather by a plasticized folding top and a flapping, isinglass windshield. Alice did the driving and car repairs herself. It was either a sign of her independence or perhaps bystanders were afraid to help women traveling alone.



Her route was daunting. She was on the old Albany Post Road (in New York), a pre-revolutionary highway, for nearly 100 miles. The Midwest posed a real challenge. It took Ramsey 13 days to cross Iowa, fighting clinging mud almost all the way. Tires in those days were smooth, and of course there was no power steering. But Ramsey gripped the wheel relentlessly. A thunderstorm approached as she neared Mechanicsville, a small town outside Cedar Rapids, Iowa. Alice drove the car through an open doorway, which turned out to be a livery stable housing a number of very agitated horses, still hitched to their buggies. In an unnamed hotel in Opal, Wyoming, the group was awakened at 2 a.m. by a gathering of bedbugs. They spent the rest of the night on tables in the unattended hotel lobby.

On August 7, after many more adventures, Alice completed her journey as the first woman to drive from coast to coast and proved without doubt that America's burgeoning love affair with the newfangled horseless carriage and the open road applied equally to both sexes. Alice Ramsey blazed trails that suffragist Sara Bard Field followed in 1915 to promote women's voting rights.

Alice remained an active driver and actually established the Red Cross Motor Corps for Camp Merritt in DuMont, NJ during World War I.

more photos on page 4

ROAD TRIP TRIVIA

MAPS As the automobile became more affordable and as people wanted to try their hand at the wheel for a road tour, maps were designed and given away at gas stations to encourage sales.



PIT STOPS Ramsey packed a block and tackle and used it often in the muddy Midwest. At the time, the only cities with asphalt roads were: New York, Chicago, San Francisco.

MOTELS In 1925, some 1 million people hit the California roads, seeking adventure in their new Model-T Fords. Most stayed in squalid auto camps. Sensing an opportunity, L.A. architect Arthur Hienemen built the first motel, called the Milestone, in San Luis Obispo, halfway between San Francisco and L.A.

GAS STATION A diversity of opinion rests with the location of the first gasoline station: Seattle, WA or St. Louis, MO. Whatever the case, it represents a "pioneer effort of great convenience and promise."

Thanks to....
Sewall - Belmont Museum
SMITHSONIAN ON THE MOVE
[Road Map Collectors Association](#)



Read the complete 1909
Maxwell Instruction
Booklet (41 pages) [HERE](#)

America's 1st Cross Country Motorists



*Dr. Horatio Nelson
Jackson*

*Bud
Nelson's
"transcontinental
dog"*



Alice Huyler Rasey



MORE Top 10 on next page

TOP 10 Road Trip SNACKS



Pack these munchies for more "Get Up and Go" on the road.

FRUIT – Bananas are a great source of potassium, vitamin B6 and carbohydrates. Cherries and grapes are easy to pack and snack on with hands on the wheel. Melon balls will keep you hydrated, but they are messy to handle.

VEGETABLES – Although technically a fruit, grape tomatoes are an easy grab-and-go snack along with carrots, celery sticks, and florets of broccoli or cauliflower.

NUTS – Nuts are full of protein and more healthful than chips or crackers. They'll keep you satisfied without feeling drowsy or bloated which happens with fattier alternatives.

COOKIES – High fiber cookies that include fruit, oatmeal or nuts are the most gratifying. The sugar gives an extra boost, especially when the temperature heat up.

GRANOLA – You can buy pre-packed brands, but a concoction of your favorite dried fruits and nuts will hold your interest.

VEGETABLES – Add a selection of bite-sized cheeses to the cooler for a delicious source of protein and calcium. Perfect for morning snacking.

SANDWICHES – Avoid messy condiments and sides that make your sandwich soggy, like sliced tomatoes or lettuce. Make sure your sandwich is pre-cut into manageable portions that won't fall apart.

YOGURT – Very healthy snack, rich in calcium, protein, and vitamins B6 and B12. To avoid using a spoon, pack yogurt that come in tubes or with a screw top for road trips.

JERKY – An old trucker favorite, jerky doesn't take up much space at all in the cooler and it lasts a long time. Bring a sampling of flavors (teriyaki or sweet pepper spiced) and mix jerky types (beef, turkey, or duck)

WATER – An ample supply is essential for long car journeys. Freeze a couple of bottles and they'll stay chilled for much longer. Soda and energy drinks contain lots of calories and will leave your drowsy and bloated.

TOP 10 Favorite US ROUTES

- | | |
|----------------------------------------|----------------------------------------------|
| 1. BLUE RIDGE PARKWAY | 6. MILLION DOLLAR HIGHWAY |
| 2. HANA HIGHWAY | 7. RED ROCK SCENIC BYWAY |
| 3. HIGHWAY 1 | 8. SEWARD HIGHWAY |
| 4. HIGHWAY 12 | 9. SONOMA & NAPA VALLEYS |
| 5. GOING-TO-THE SUN RD | 10. US ROUTE 1 |

Not all road trips this summer will evoke fond memories. Our valiant troops on duty in Afghanistan and Iraq, for example, will embark daily on hazardous journeys under the most hostile conditions. Some will not return. Yet, the prospect of confrontation prompts keen response, especially when it comes to transporting supplies or security. Vietnam veteran Paul Gardiner shares his thoughts with NDTA members on the subject of GUN TRUCKS....



"Black Widow"



"The Red Barron" the M54 Gun Truck



A gun truck used in Iraq, based on an M939 five-ton truck

Paul S. Gardiner is former Commander of the 24th Transportation Company at Cam Ranh Bay, South Vietnam, from 1970 to 1971.

For more on "Gun Trucks" in Afghanistan, see *Traveling Afghanistan's lawless roads - the 286th Combat Support Sustainment Battalion; Victory Sustained*; Aug. 2009; Joint Sustainment Command-Afghanistan

GUN TRUCKS Genuine examples of American Ingenuity

submitted to the NDTA Gram by Paul S. Gardiner, and published earlier in [Army Logistician](#)

American history is replete with innovations and practical solutions to problems that often have saved lives and led to a better quality of life. Most people hear only about the more significant inventions and discoveries that affect people in general or that have far-reaching benefits for years to come. Typical examples include penicillin, or technological advances such as the telephone, television, and PC.

In wartime, the axiom, "necessity is the mother of invention," has led to many innovations by the American military. Many are unknown or misunderstood by most Americans. Frequently, these innovations were in direct response to enemy actions or suspected actions threatening the lives of military personnel.

During the Vietnam War, gun trucks, an Army innovation, saved countless lives and enabled American and allied forces to operate successfully. They provided overwhelming firepower for protecting supply and ammunition convoys along routes that went through mountain passes and other areas where the enemy was waiting in ambush.

Throughout the war, the Army was responsible for transporting supplies and ammunition from coastal ports (Qui Nhon and Cam Ranh Bay) to inland locations (Bong Son, An Khe, Pleiku, Da Lat, and Buon Me Thuot). Motor convoys operated by Army Transportation Corps units made most of those movements.

During early war years, rifles, grenade launchers, and machine guns mounted on jeeps protected the convoys. Over time, enemy firepower and ambush tactics improved, so the Army reacted.

DEVELOPMENT OF THE GUN TRUCK

Credit for the convoy gun truck is usually given to the Army's 8th Transportation Group headquartered at Qui Nhon. After a devastating

series of ambushes in September 1967, the 8th TG removed several 2-ton cargo trucks from regular convoy service and outfitted them with sandbags on the floors and sides for protection. (Sandbags were eventually replaced with locally fabricated steel armor plate.) Two M60 machine guns were mounted in the cargo. The crew consisted of a driver, two gunners, and an NCO in charge.

After operating a few months, it became clear that the 2-ton truck lacked sufficient power to maneuver with the added weight of armor plate, weapons, and ammunition, so several of the more powerful 5-ton cargo trucks were converted. Important modifications included mounting .50-caliber machine guns in place of or in addition to M60 machine guns and adding a 7.62-millimeter "minicannon," which could fire thousands of rounds per minute. The men who operated the gun trucks usually painted nicknames like "Black Widow" on the sides.

It is estimated that between 300 and 400 gun trucks provided convoy security along Vietnam's highways from late 1967 until American forces departed the country in 1973.

EPILOG - THE "GUN TRUCK" IN IRAQ

In Iraq, American supply convoys were considered "soft" targets and were frequently attacked by insurgents. Their vulnerability led to the re-invention of the gun truck; the first modified examples, based on M939 five-ton trucks, entered service in August 2003.

In April 2004, leaders of the USA Reserve 375th Transportation Group and 812th Transportation Battalion formed a special provisional unit - the 518th "Gun Truck" Company. Based in Camp Navistar (Kuwait - near Safwan, Iraq), the company acquired 35 humvees and five M939 five-ton trucks, and modified them with improvised armor and .50 calibre machine-guns. The unit disbanded in April, 2005 when the need for a special Gun Truck unit proved unfeasible.

The Army's gun truck was one of the most important innovations that occurred during the Vietnam War. It is also an outstanding example of what military folks refer to as a "field-expedient measure" required to save lives and ensure mission goals. The gun truck is an American legacy that lives on.....

Only a few gun trucks remain as they were not a part of the Army's regular inventory. They were scrapped or dismantled and returned to regular cargo duties. One of the most notable that remains is: "**EVE OF DESTRUCTION**," which has been refurbished and is permanently displayed at the [Army Transportation Museum](#).

One Vietnam vet built an exact replica of "**UNTOUCHABLE**" (see [YouTube Video](#)). The original carried over 10,000 rounds of ammunition for two .50-caliber machine guns and two 7.62-millimeter mini-cannons. Periodically, the replica goes on display at military functions, veteran reunions, and military museums.

[The Hard Ride: Vietnam Gun Trucks](#)

by James Lyles (ex-gun truck commander)

The most comprehensive information on Vietnam-era gun trucks, with nearly 700 photographs, descriptions, crew lists, and ambush stories.

FOR MORE ON GUN TRUCKS SEE

CRISIS | CHALLENGE | CONCEPT | CONQUEST

Story of the 8th Transportation Group Operations in South Vietnam by COL Joe O. Bellino, USA

FIRST PRINTED IN THE DTJ SEPT/OCT 1968

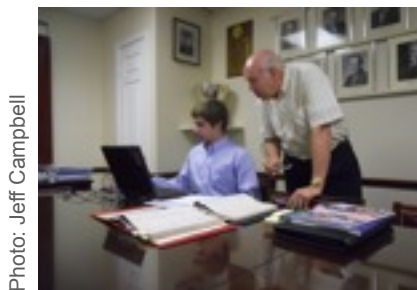


Photo: Jeff Campbell

WE'RE BRINGING MORE RESOURCES TO YOU

DTJ Editor, Karen Schmitt, NDTA Historian Denny Edwards and NDTA Research Intern Jack Sullivan are compiling a database of all articles published in the DTJ from 1945-present. This will enable members, scholars and journalists to request reprints. Further down the road, we hope to archive articles in electronic format for easy retrieval and sharing. Pictured: Edwards lends a guiding hand to Jack, Brown University student majoring in International Studies, while preparing data archives.



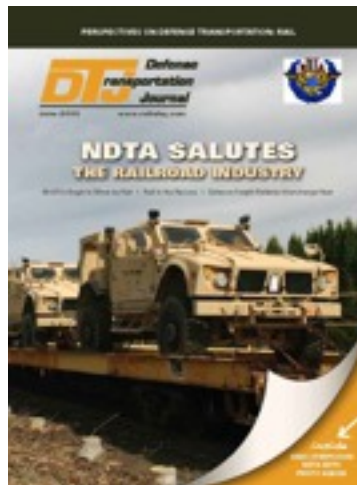
Photo: Jeff Campbell

EZ and Practical Pointers to stay SAFE from Harley Bike Gear to NDTA Members....

1. Wear proper gear. Don't skip the helmet and other safety basics. Make sure your helmet is properly rated. Leather jackets are protective and they look COOL too.

2. Are all your lights working? Do you have reflective striping on your bike? Take every advantage you can to ensure can see you, especially at night.

3. Drive Passively. It's exhilarating to zip in and out of traffic, but you could save a life if you exercise caution. And remember, it's better to arrive a few minutes late and alive. Yield to cars and trucks. Give them the benefit of the doubt. Don't assume that they are out to cut you off. Remember - you're the one on the Harley enjoying life on the open road. They are couped up in their car. It's no wonder they are stressed out. Read more at [Harley Bike Gear](#).



DTJ June 2010 coming SOON
NDTA salutes the RAIL INDUSTRY

Watch for...Iraq Draw Down USD-South | Vets for Hire | Karakoram - Heaven's Highway | Passenger Travel Updates...in the August DTJ

THANK YOU Sponsors - June DTJ

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SAIC

Supply Chain Operations: A New Look at Counterparty Risk in the Middle East

Scott Lander, Exec. Director, Global Trade, J.P. Morgan

A critical role in guarding against financial risk and ensuring the ready availability of cash has made treasurers much more visible within their organizations. Since the credit crunch and economic downturn took hold, a treasurer's day-to-day job — especially if it involves activities in the Middle East — has become more difficult. In the context of recent events in Dubai and the fallout that followed, it has become very clear that now is the time to help treasurers and treasury staff broaden their understanding of the kinds of regional risk inherent in both physical and financial supply chains.

Finance professionals are certainly starting to ask questions about the physical supply chain and its relationship to working capital. Forward-thinking organizations employ working capital champions who take responsibility for the supply chain's core elements — from procurement through to customer delivery. Unfortunately, most finance professionals are still not formally communicating with their Supply Chain Director on a regular basis, except perhaps at monthly management meetings.

One way treasurers can add value within their organizations is to ensure that they connect with their supply chain colleagues — building closer relationships with them and gaining a better understanding of their respective roles. If a company wants to optimize its working capital, it must link the company's physical and financial supply chains through the people who manage them.

New Risks to Consider

One reason for nervousness in 2009 was the perceived opaqueness of general business operations, particularly in the Middle East. From the perspective of inward investors, accounting and financial reporting of key Middle East government organizations and businesses tended to lack transparency. Traditional instruments such as performance bond guarantees and letters of credit go some way towards mitigating the payment risk in a normal environment. However, the region's ongoing volatility suggests that even these traditional methods of providing assurance may be insufficient. In 2010, Treasury and financial professionals must take risk management practices a step further, considering counterparty risk in terms of the physical supply chain.

[Read ON](#)

Top 10 World's Most Dangerous Roads

How about a Drive with adrenaline? A friend of NDTA sends these routes for starters. See [story](#) and full road descriptions courtesy of [Forbes.com](#)



North ("Old") Yungas Road, Bolivia

The North Yungas Road, Bolivia	50-mile mountain road that connects Coroico to La Paz
BR-116, Brazil	Potholes, poor signals and heavy traffic in southern Brazil
Sichuan-Tibet Highway, China	A rough, high-elevation road between Chengdu and Tibet where landslides and rock avalanches are common.
Pan American Highway, Costa Rica	Called the Hill of Death, the stretch from San Isidro de El General to Cartago is full of potholes and steep curves.
Coastal Roads, Croatia	Adriatic Coast roads are narrow, curvy, and congested, and many lack shoulders and guardrails.
Cotopaxi Volcan, Ecuador	25-mile dirt road that crosses a swift-moving stream at the Cotopaxi National Park entrance.
Luxor-al-Hurghada Road, Egypt	Many crashes on this road to the Red Sea occur at night because Egyptians drive with headlights off.
A44, U.K.	More than 25% of crashes on the stretch linking Leominster and Worcester are head-on.
Patiopoulo-Perdikaki Road, Greece	A steep, gravel road with an unmarked edge in the Agrafa region.
Grand Trunk Road, India to Afghanistan	Heavily used by trucks, the country's busiest road is overloaded with ox carts, animals, bicycles and pedestrians.



NDTA CALENDAR - JUNE

Commemorative Dates

June 6 D-Day Anniversary
 June 14 Flag Day
 June 14 US Army Birthday

Chapter Events

June 17

Norfolk/Tidewater Chapter Tour -
 Chesapeake Bay Bridge
 Norfolk, VA [More INFO](#)

D.C. Chapter Luncheon
 Washington, D.C. [RSVP](#)

June 23

Valley of the Sun Chapter Banquet
 Sun City, AZ [RSVP](#)

June 24

Scott/St Louis Chapter Luncheon
 Belleville, IL [More INFO](#)

July 27

San Antonio Chapter Scholarship
 Presentations [More INFO](#)

WORKSHOPS / CONFERENCES

[Cyberlog Symposium](#) July 26-28
 Co-host: Scott / St Louis NDTA Chapter
www.TechNetMidAmerica.org

NDTA CAREER CENTER

Corporate members will receive a year-long unlimited job posting package on the [NDTA Career Center](#) for only \$200! This is an excellent, low cost way to reach 9500+ military, government and industry professionals and the public at large. Contact [Christopher McKinley](#) for more.

New Postings - Check 'em Out

Coleman American Moving Services
 Sales Associate Houston, TX

Coleman American Moving Services
 Sales Consultant San Diego, CA

JK Moving & Storage
 Household Goods Driver Sterling, VA

NDTA Chapters found many ways to honor National Transportation Week...

Atlanta and San Antonio Mayors proclaimed May 16-22, 2010 as National Transportation Week, with **Atlanta & San Antonio Chapter** members on hand for signing. The San Antonio Chapter was also present at the Joint Base San Antonio proclamation signing. NDTA President Ken Wykle spoke at the San Antonio Chapter function about the current state of transportation. He also presented the San Antonio Man of the Year Award for Army Specialist Sean Maurer. Specialist Jason Lemieux accepted the award for Maurer, who was unable to attend. The **Aloha Chapter** Luncheon was more like a Forum, with dozens of Airmen and Industry professionals to discuss Pacific transportation issues with local educators. Keynote, Dr. Samuel Staley, Director of urban growth and land use policy at Reason Foundation, presented, "Mobility First... a new vision for transportation in a globally competitive 21st Century." The **Central PA Chapter** hosted LTG James Pillsbury, Deputy Commanding General, Army Materiel Command. NDTA **Houston Chapter** gathered with several transportation clubs in the city for the 3rd Annual All-Clubs Luncheon, giving members an excellent opportunity to meet other transporters and logisticians from around their Metro area. The **Norfolk and Scott-St. Louis Chapters** each enjoyed well-attended Luncheons and Golf Tournaments. The **Washington, D.C Chapter** NTW Luncheon began as many did that week, with the pledge of allegiance, a moment of reflection on logisticians and transporters in harm's way, and a reading, or summary of, the 2010 Presidential Proclamations of National Defense Transportation Day and National Transportation Week.

See select NTW photos on the following page of this **NDTA Gram**

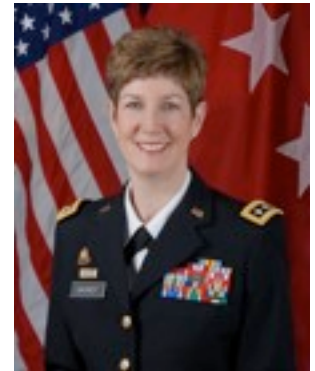


NDTA Forum & Expo

OUTSIDE the Beltway
OUTSIDE the Box

www.ndtahq.com/forum.htm

September 18 - 22, 2010
 Gaylord National Harbor



[LTG. Kathleen M. Gainey](#)

Director for Logistics
 Joint Chiefs of Staff
 will lead the Roundtable,
 "Global Challenges &
 Issues: Africa, the Middle
 East, China, India &
 Eastern Europe"

NOTE: LTG Gainey will be
 Keynote speaker at the DC
 Chapter luncheon 6/17



NDTA Fun Run / Walk

Sept. 19th - NDTA Forum
 See all [NDTA Scholarship Events](#) we have planned



UPDATES from NDTA Members, Associates and Chapters

Send announcements for posting

[NDTAGram](#) | [DTJ](#) | [Chapter News](#)

NATIONAL TRANSPORTATION WEEK

May 16 - 22, 2010

WREATH LAYING (1, 2) A special wreath laying ceremony was held at Military Sealift Command on May 18th. Full story [HERE](#)

NDTA ATLANTA CHAPTER (3) Georgia Governor Sonny Perdue invited members of the Atlanta Chapter of NDTA and the Transportation Club of Atlanta to participate in proclaiming that Georgia Transportation Week coincide with National Transportation Week. Governor Perdue and State Transportation Commissioner Vance Smith have been strong supporters of both NDTA and the week long commemoration of our transportation industry. Commissioner Smith has met with the chapter on more than one occasion to exchange ideas and was guest speaker at a chapter luncheon in 2009. Photo courtesy Atlanta Chapter President Brian Waters.

NDTA SAN ANTONIO CHAPTER (4) NDTA President LTG (Ret) Ken Wykle spoke at the 2010 San Antonio Chapter National Transportation Week Event on May 18th. Pictured with General Wykle is Chapter President, Jon Simms and Army Specialist Jason Lemieux. Jason accepted the San Antonio Man of the Year Award for Specialist Sean Maurer, who was unable to attend. Photo courtesy NDTA Texas State President Rufus Reed.

Please visit our [Flickr Photo Page](#) for more National Transportation Week Snapshots. See "[Chapter News](#)" for more updates.

Kudos to NDTA Chapters for organizing NTW Events

- ALOHA CHAPTER
- ATLANTA CHAPTER
- CAPE FEAR CHAPTER
- CENTRAL PA CHAPTER
- HOUSTON CHAPTER
- NORFOLK CHAPTER
- SAN ANTONIO CHAPTER
- SAN JOAQUIN VALLEY CHAPTER
- SCOTT - ST LOUIS CHAPTER
- WASHINGTON, DC CHAPTER

Let us know if we overlooked your Chapter!

NDTA CORPORATE MEMBERS, ASSOCIATES & CHAPTERS



ARC Ship Reflagging Ceremony

Photo and story by Jeff Campbell

NDTA Chairman's Circle Member [American Roll-On-Roll-Off Carrier](#) (ARC) held a Ship Reflagging Ceremony in the Port of Baltimore May 14th. ARC is part of the American Shipping & Logistics Group. Chairman and CEO Ray Ebeling began the event by defining the ship's new name: *Endurance*. He explained, "It is the ability to withstand hardship or adversity; especially the ability to sustain a prolonged stressful effort or activity." With a length of 860 feet, nine decks that can carry over 260,000 sq ft of high and heavy cargo, and a quarter ramp weight capacity of 320 tons, ARC's reflagged Ro-Ro definitely lives up to her name.

Endurance will serve the [U.S. Transportation Command](#) (USTRANSCOM), which Mr. Ebeling called both ARC's "most important customer and supporter." General James Hodge, USA, commanding officer of [Military Surface Deployment and Distribution Command](#) (SDDC) and Admiral Mark Buzby, USN, commander of [Military Sealift Command](#) (MSC), were on hand; General Duncan McNabb, USAF, commander of USTRANSCOM and keynote speaker at the reflagging ceremony, told guests why *Endurance* has his support, "What a magnificent ship!" He went on to say that ships like *Endurance* represent a key element in the partnership between the DOD and Industry. "More than 90% of what we move is by sea, most of that is by commercial carrier," noted McNabb.

Linda McNabb, wife of General McNabb and official ship's sponsor, broke a bottle on board the vessel, sending festive sparkles across the stage. The newly christened vessel did not rest on her laurels for long-she headed back out to sea the following day.

CORPORATE MEMBER NEWS

[AAR PRECISION SYSTEMS](#) has been selected by the US Army Aviation and Missile Command to upgrade and modify Egypt's Integrated Air Defense Command and Control System. [Read ON](#)
NOTE: AAR Precision Systems is the sister company of [AAR Mobility Systems](#), NDTA Sustaining Member. Both fall under [AAR Corp](#)

[ABF FREIGHT SYSTEMS](#) named "National LTL Carrier of the Year -2010" by the [National Shippers Strategic Transportation Council](#) (NASSTRAC) [Read ON](#)

[CROWLEY](#) and employees have donated \$80,000 to the American Red Cross in support of Haiti relief efforts. Crowley also worked closely with USTRANSCOM after the disaster to reopen direct cargo operations, allowing humanitarian relief from multiple shippers to enter the country. The two 400-foot-long, 100-foot-wide flat deck barges, and two Manitowoc 230-ton crawler cranes that Crowley mobilized, still serve as a makeshift dock as the port is rebuilt.

[IANA](#) Report Intermodal volume climbs 8.4% year-over-year in first quarter. [Read ON](#)

[MAYFLOWER](#) now offers a do-it-yourself moving solution, in addition to full-service moves that the Mayflower brand is known for, which includes portable moving and storage container service and "Do-it-Yourself Plus" service, for heavy lift help as needed. [Read ON](#)

If your company has been using [POWERTRACK](#) to process Freight and Household Goods payments, you've no doubt noticed a change recently. U.S. Bank is rebranding its business-to-business (B2B) credit and payment services. As a result, what used to be PowerTrack Freight Payments is now U.S. Bank Freight Payment. [Read ON](#)

MILITARY / GOVERNMENT ASSOCIATES

[MILITARY SEALIFT COMMAND](#) completed one of the largest acquisitions in the command's history today, contracting for the operation and maintenance of 11 government-owned ships in MSC's Maritime Prepositioning Force. Ten of those ships are covered in four contracts awarded to [MAERSK LINE, LTD.](#) The eleventh ship is covered by a small business set-aside contract that will be awarded at a later date. [Read ON](#)

EVENTS

[LABELMASTER](#) will hold its 5th Annual Dangerous Goods Instructor's Symposium, September 22-24 in Chicago.

ATTN NDTA Surface Committee Members! TSA & PHMSA are offering FREE HAZMAT Training Workshops. See [2010/2011 Workshop Schedule](#) for dates and locations across the US.